

Message Text

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46/50

ACTION AID-59

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O P R 011240Z JUN 74

FM AMEMBASSY DAKAR

TO SECSTATE WASHDC IMMEDIATE 7112

AMEMBASSY BAMAKO PRIORITY

INFO AMEMBASSY BONN

AMEMBASSY LONDON

AMEMBASSY NOUAKCHOTT

AMEMBASSY OTTAWA

AMEMBASSY PARIS

AMEMBASSY ROME

AMEMBASSY THE HAGUE

USMISSION EC BRUSSELS

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C O R R E C T E D C O P Y (TEXT PARA 7. ADDED TEXT)

AFDROUGHT

EO 11652: NA

SUBJ: AID-FED TALKS; DAKAR TO KAYES, MALI BY ROAD

BRUSSELS FOR MARTIN, PARIS FOR HELMAN, ROME FOR FODAG,
LONDON FOR BAAS, OTTAWA FOR HIGGINS

PASS DONALD S. BROWN, AA/AFR, OPENING OF BUSINESS MONDAY

BEGIN SUMMARY. THIS CABLE SUMMARIZES CONVERSATIONS IN PAST
WEEK WITH FED REP LANARI, SOCOPAO DIRECTR BATAULT,
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CIDA REP GUILMETTE, AND FACE DEP. DIRECTOR VERBOIS,

ON SUBJECT ROAD. LANARI, A PROFESSIONAL CIVIL ENGINEER, AND BATAULT RECENTLY MADE A RECON OF DAKAR-KAYES ROAD, COVERING THE 740 KMS/460 MILES ONE-WAY TRIP IN ONE DAY IN A RANGE ROVER -0500 DEPART, ARRIVAL AT 1930 HOURS. END SUMMARY.

1. SECTION BY SECTION ANALYSIS OF ROUTE (BY LANARI/BATAULT) AS FOLLOWS:

A. DAKAR TO MALEME-HODAR, 275 KMS/170 MILES, IS PAVED THE ENTIRE WAY AND WILL SUPPORT HEAVY TRAFFIC IN BOTH DIRECTIONS.

B. MALEME-HODAR TO TAMBACOUNDA, 275 KMS/118 MILES, IS GOOD CONDITION LATERITE ROAD 12 METERS WIDE; DRAINAGE DITCHES, CONDUITS AND BRIDGES ARE WELL MAINTAINED.

C. TAMBACOUNDA TO GOUDIRY, 113 KMS/70 MILES, IS AGAIN LATERITE, BUT NOT AS WELL MAINTAINED AND NOT IN GOOD CONDITION. THE ROUTE, HOWEVER, IS STILL PASSABLE BY TRUCKS.

D. GOUDIRY TO KIDIRA, 67 KMS/41 MILES (OPTION GOUDIRY TO NAHE - DIFFERENT ROUTE LAST MILE), IS ONLY A TRACK, AND EVERYTHING NEEDS TO BE DONE. AT KIDIRA THE RAILROAD BRIDGE CROSSES THE FALEME RIVER. BUT LANARI/BATAULT DID NOT CROSS ON THE BRIDGE, THEY WENT TO NAHE AND DROVE ACROSS THE RIVER BED - WHICH CAN BE CONE EIGHT MONTHS OF THE YEAR.

E. KIDIRA/NAHE TO KEYES, 98 KMS/60 MILES, IS WORSE THAN THE PREVIOUS SECTION BECAUSE THE TRACK IS SELDOM USED AND IS OVERGROWN.

2. THE RAILROAD BRIDGE AT KIDIRA IS APPROXIMATELY 100 METERS LONG. IT IS SUFFICIENTLY WIDE TO PERMIT MODIFICATIONS SO THAT TRUCKS CAN BE DRIVEN ACROSS (TWO RAILROAD BRIDGES IN WESTERN MALI ARE ALREADY MODIFIED IN THIS FASHION). THE MODIFICATIONS CONSIST OF ARRANGING AN AREA WHERE TRUCKS CAN DRIVE UP ONTO/OFF THE BRIDGE, AND LEVELLING THE AREA BETWEEN THE RAILROAD TIES BY INSERTING WOOD OR CONCRETE FILLERS.

3. FROM KIDIRA TO BAKEL, 64 KMS/39 MILES, THERE IS A GOOD LATERITE ROAD CAPABLE OF SUPPORTING HEAVY TRUCK TRAFFIC YEAR AROUND. THE FERRY AT BAKEL CONNECTS WITH SELIBABY, MAURITANIA, ON THE OTHER SIDE OF THE RIVER AND IT IS POSSIBLE TO CROSS HERE TO GO TO SELIBABY, KIFFA, AND AYOUN-EL-ATROUSS IN MAURITANIA, AND THEN DOWN TO NIORO, MALI. THIS ROUTE IS ONE USED TO REACH BAMAKO FROM NOUAKCHOTT.
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4. LANARI HAS HAD EXTENSIVE EXPERIENCE IN ROAD CONSTRUCTION IN SENEGAL BECAUSE OF FED ACTIVITY IN THAT AREA. THE FED HAS USED BOTH PRIVATE CONTRACTORS AND MILITARY ENGINEERS FOR THEIR ROAD PROJECTS IN SENEGAL. HE MADE THE FOLLOWING ESTIMATES FOR PREPARING THE ROUTE TO SUPPORT YEAR-ROUND HEAVY TRUCK TRANSPORT IN SENEGAL (ESTIMATE IS FOR MILITARY ENGINEERS, DOUBLE COST FOR PRIVATE CONTRACTOR).

A. MALEME-TAMBACOUNDA. THERE IS LITTLE PREPARATORY WORK NECESSARY IN WAY OF STUDIES. COST ESTIMATE IS 40 MILLION CFA FOR GRADING WORK ON THE ROAD, AND STANDARD TWO TWO MILLION CFA PER KM. FOR PAVING (THE SECTION IS 190 KM. LONG), WHICH IS 380 MILLION CFA. TOTAL EST. FOR PREPARING AND PAVING MALEME-TAMBACOUNDA SECTION IS 420 MILLION CFA, OR APPROX. \$1.70 MILLION.

B. TAMBACOUNDA TO GOUDIRY. HERE MORE EXTENSIVE PREPARATION (STUDIES) AND GRADING ACTIVITIES ARE NEEDED. THE ESTIMATE FOR THIS SECTION IS 600 MILLION CFA FOR PREPARATION, AND A FURTHER 226 MILLION FOR PAVING, FOR A TOTAL OF 826 MILLION CFA, OR APPROX. \$3.44 MILLION.

C. GOUDIRY TO KIDIRA/NAHE. MR. LANARI ESTIMATED PREPARATION COSTS AT EIGHT MILLION CFA PER KM., FOR THIS STRETCH BECAUSE OF THE EXTENSIVE STUDIES, PREPARATION OF THE ROUTE, DRAINAGE DITCHES, AND CONDUITS NEEDED. THE TOTAL COST FOR THE 67 KM. STRETCH WOULD APPROXIMATE 670 MILLION CFA (536 MILLION PLUS 134 MILLION FOR PAVING), OR APPROX. \$2.80 MILLION.

D. KIDIRA/NAHE-KAYES. NO COST ESTIMATES WERE MADE FOR CONSTRUCTION ON THE MALIAN SIDE OF THE RIVER BECAUSE THERE WAS NO KNOWLEDGE OF GOM MILITARY OR PRIVATE CONSTRUCTION CAPABILITY. IN SUMMARY, THE ESTIMATES FOR PREPARING AND PAVING THE ROAD FOR MALEME TO KIDIRA ARE:

MALEME-TAMBACOUNDA 420 MILLION CFA / \$1.75 MILLION

TAMBACOUNDA-GOUDIRY 826 MILLION CFA / 3.44 MILLION

GOUDIRY-KIDIRA/NAHE 670 MILLION CFA / 2.80 MILLION

TOTAL \$8.99 MILLION

THIS DOES NOT INCLUDE AN ESTIMATE FOR BRIDGE IMPROVEMENT, WHICH SHOULD NOT BE EXPENSIVE.

5. DURING THEIR STOP IN KAYES, LANARI AND BATAULT MADE THE FOLLOWING OBSERVATIONS ABOUT AVAILABILITY OF COVERED STORAGE. LIMITED OFFICIAL USE

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BATAULT - LAYMEN'S ESTIMATE - MINIMUM 40,000 MT FOR GRAIN TAKING INTO CONSIDERATION NEEDS FOR COMMERCIAL STORAGE. LANARI - USING CALIBRATION AFTER EXAMINING CLOSE BUILDINGS FROM OUTSIDE - APPROXIMATELY 100,000 MT TOTAL COVERED STORAGE IN KAYES.

6. THE FED REPRESENTATIVE MADE THE TRIP AT THE REQUEST OF BRUSSELS, WHICH IS WORRIED ABOUT THE CONDITION OF FED CORN STORED IN THE PORT OF DAKAR. HE IS EXTREMELY INTERESTED IN THE POSSIBILITY OF A MULTI-DONOR EFFORT TO PAVE THE ROAD FOR MALEME TO KIDIRA, OR KAYES, AND DEVELOP A VIABLE ALTERNATIVE TO THE PRESENT RAIL SYSTEM. FYI. IF THE ROUTE WERE PAVED ONLY TO KIDIRA, CONSTRUCTION OF COVERED STORAGE FOR USE DURING THE RAINY SEASON COULD BE UNDERTAKEN. END FYI. LANARI ASKED THE RDO TO REQUEST AID/W EXPOLRE THE

POSSIBILITY OF A MULTI-DONOR EFFORT WITH FED. HE
INTENDS TO ASK BRUSSELS TO EXPLORE THE QUESTION WITH AID/W.

7. QUESTION OF CIDA INTEREST IN PARTICIPATING IN A
MULTI-DONOR EFFORT TO IMPROVE THE ROAD WAS RAISED WITH CIDA
REP DAKAR. HE SEEMED CAUTIOUS, IN VIEW PREVIOUS CIDA ROAD
EXPERIENCE WEST AFRICA, BUT PROMISED QUERY OTTAWA AND
DETERMINE THEIR INTEREST.

8. THE FAC REPRESENTATIVE ADVISED GOS VERY CONCERNED ABOUT
PORT SITUATION IN DAKAR, AND THE PILE-UP OF GRAIN SHIPMENTS.
A FAC PORT EXPERT IS CURRENTLY IN DAKAR EXAMINING THE PORT
SITUATION, AFTER PREVIOUSLY VISITING LOME, COTENOU AND
ABIDJAN. MEETING WITH FAC EXPERT NEXT WEEK.

9. ALL DONORS DAKAR AGREED PROBLEM HERE IS NOT THE PORT
SO MUCH AS THE EVACUATION RATE TO MALI. FAC AND FED REPORTING
THIS TO THEIR HEADQUARTERS.

10 GOS RAILROAD PEOPLE NORMAL RELUCTANCE TO ROAD BUILDING
(ROAD FOLLOWS RAIL FROM MALAME TO KAYES) OVERCOME BY GRAVITY
GRAIN SHIPMENT SITUATION. NO DIFFICULTY FORESEEN IN GAINING
PERMISSION USE IMPROVED ROAD FOR GRAIN SHIPMENTS. US FOR
OTHER TRAFFIC MIGHT BE MORE DIFFICULT, HOWEVER, AS BOTH GOS
AND GOM HAVE FINANCIAL INTEREST IN RAILROAD.

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11. REQUEST AID/W ADVICE ON R&R, OR MEDIUM-TERM
FUNDABILITY SAID PROJECT AS PART MULTI-DONOR EFFORT TO
INCREASE GRAIN SHIPMENT MALI AND ASSIST DEVELOP EASTERN
SENEGAL/WESTERN MALI. DECON JUN 1, 1975.
AGGREY

NOTE BY OC/T: SWF, FDRE PLEASE TAKE AS ORIGINAL

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